

щих собраний акционеров не нарушали интересов казны и самого железнодорожного общества и соответствовали видам правительства. Вместе с тем правительственные директора должны содействовать правлению в его сношениях с правительственными учреждениями того ведомства, представителем которого каждый из директоров состоит.

*«Санкт-Петербургские ведомости»,
№ 217, 4-го октября 1906 г.*

НОВАЯ ЖЕЛЕЗНАЯ ДОРОГА В МАНЧУРИИ

Секретарь японского консульства в Мукдене Сакай, посетив Гирин, нашел совершенно организованную китайскую частную компанию с капиталом в 4 миллиона лан, приступающую к постройке железной дороги Гирин—Куанчен-цзы. Линия предположена с колеёю в 4 фута 4 дюйма, отличною от русской и японской колеи, и будет окончена в следующем году.

Известие это взволновало прессу. Некоторые газеты пытаются доказать, что Китай не имеет право строить линию, предreshенную портсмутским договором, без участия Японии.

«Прибавление к Правительственному вестнику», № 132, 28-го октября 1906 г.

НОВЫЕ ПОЛУВАГОНЫ НА Ж. Д.

Министерство путей сообщения уведомило все управления русских дорог, что для усиления передвижения навалочных грузов, следующих с поездами, в недалеком будущем будут введены в действие откры-

тые полувагоны, в виде бортовых платформ американской системы Фокс-Арбеля подъемной силы 2250 пуд. Тариф за полную нагрузку будет взysкиваться не повагонно, а попудно. Всего таких вагонов по словам каспийских газет заказано до 2500 штук.

*«Торгово-промышленная газета»,
№ 223, 3-го октября 1906 г.*

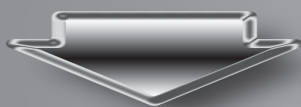
НОВЫЕ ПАССАЖИРСКИЕ ВАГОНЫ III-ГО КЛАССА ФРАНЦУЗСКОЙ ЮЖНОЙ ЖЕЛЕЗНОЙ ДОРОГИ

Новые вагоны III-го класса начавшие недавно службу на сети Южных железных дорог, допускаются к обращению в скорых поездах (скорость до 110 км в час). Тем не менее эти вагоны не имеют поворотных тележек, а лишь две одиночные оси в расстоянии 8200 мм. Вагон, длиною между буферами 15160 мм, включает 8 отделений, между которыми в середине вагона расположен ватерклозет. Вдоль отделений с одной стороны расположен боковой проход с 4-мя дверями, которыми пространство это может быть разделено на несколько помещений. Зимой вагоны отапливаются от паровоза. Освещение — горелка Ауэра с давлением газа в резервуарах 15 атмосфер. Вагон, вмещающий 66 пассажиров, весит порожним 17 тонн. Вагон снабжен мягкими сидениями, из которых некоторые могут быть превращены в спальные места.

*«Вестник Путей Сообщений», № 40,
7-го октября 1906 г.*

*(Железнодорожное дело. —
1906. — № 46—47. — С. 498) ●*

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PRESS ARCHIVES

TWO OPPOSING CAMPS ON THE ISSUE OF RAIL STRIKES

1. According to rumors circulating in Moscow, strike threatened, among other things, to cover the whole Moscow railway junction. On railway tracks one could see gathering and meetings among employees, machinists and artisans. They wait for the end of the Congress, held in St. Petersburg, of representatives of pension railway funds to begin to actively implement widely conceived this time plan

of a general strike. Under this plan, no trains can move. According to rumors, it was decided to apply mercilessly bloody terror to recalcitrants and those unwilling to join the strikers. The mood among the local railway employees at the moment, in general, is extremely anxious («St. Petersburg News» № 237, October, 2, 1905).

2. «Severozapadnoye Slovo» [«Northwestern Word»] published a letter of employees, artisans and workers of Vilna workshops of Polesie



railroads, in which they fully join the statements of their comrades of Libau-Romen and Moscow-Brest railways and assert that they not only deeply despise any attempt to play one part of the population off against another, but are ready by all means to give the most decisive rebuff to the dark forces that would like by massacres, looting and bloodshed to resist the success of the reforms for the benefit of the long-suffering homeland («News», № 217, November, 8, 1905).

(News compiled in Zheleznodorozhnoe delo [Rail business]. – 1906. – № 3. – p. 36)

ON WOMEN SERVICE ON RAILWAYS

Based on the new draft regulations on employees of railways, a female person may be appointed for service at all positions except for positions of technical operation. Being in the service, a female person shall enjoy all the benefits of the service assigned and bear equal responsibility with other employees.

«New Time», № 10977, October, 4, 1906.

SLEEPING COACHES

With introduction of a new winter schedule of trains, i. e. starting from October, 15, administration of Vladikavkaz railway decided to introduce in trains moving between Baku and Rostov-on-Don without change for direct communication, passenger coaches with sleeping facilities, which will be served by special railway guards-lackeys. The fee for the use of sleeping facilities will be charged in accordance with a special, timely published tariff.

«Torgovo-promyshlennaya gazeta» [Trade and industrial newspaper], № 222, October, 1, 1906.

INSTRUCTIONS TO GOVERNMENT DIRECTORS IN RAILWAY COMPANIES

Ministry of Railways, in agreement with the Minister of Finance and State Audit, approved «Instructions to government directors in administration of railway companies» (see. «Vestnik Putei Soobscheniy» 1906 № 39).

According to this instruction, government directors are obliged to observe that in decisions and activities of the society, as well as in resolutions of general meetings of shareholders there are no deviations from applicable laws and regulations, and that, in general, the activities of the management board and resolutions of general meetings of shareholders do not violate the treasury interests and those of the railway company and comply with government types. However, government directors should promote the administration in its dealings with government

agencies of the department, representative of which each of the directors is.

St. Petersburg Vedomosti [St. Petersburg bulletin], № 217, October, 4 1906.

NEW RAILWAY IN MANCHURIA

Secretary of the Japanese consulate in Mukden Sakai visiting Jilin found perfectly organized Chinese private company with a capital of 4 million lan, starting construction of a railway Jilin—Kuanchen-Tzu. The line is assumed to have a gauge of 4 feet 4 inches, different from Russian and Japanese gauge, and will be finished next year.

This news excited the press. Some newspapers are trying to prove that China has no right to build a line as foregone in Treaty of Portsmouth, without the participation of Japan.

Pribavlenie k Pravitelstvennomu vestniku [Annex to the Government Herald], № 132, October, 28, 1906.

NEW GONDOLA CARS

Ministry of Railways has informed all administrations of Russian roads, to enhance the movement of bulk cargo, transported by trains. In the near future gondola cars will be put in operation, in the form of airborne platforms of American System Fox Arbel of 2,250 pud load. Tariff for full load is levied not car-wise, but pud-wise. Total number of ordered cars, according to Caspian newspapers, is up to 2 500 units.

«Torgovo-promyshlennaya gazeta» [Trade and industrial newspaper], № 223, October, 3, 1906.

NEW PASSENGER CARS OF III-CLASS OF FRENCH SOUTHERN RAILWAY

New cars of III-class that have recently started service on the network of Southern Railways, are admitted to circulation in fast trains (speed up to 110 km/h). Nevertheless, these cars do not have pivoting bogies, but only two single axes at a distance of 8200 mm. Car with a length of 15.160 mm between buffers, contains 8 compartments between which in the middle of the car a water closet is located. Along compartments on one side there is a lateral passage with 4 doors, which may divide this space into several rooms. In winter, cars are heated from the locomotive. Lighting is done with Auer burner with gas pressure in the tanks of 15 atmospheres. The car that can accommodate 66 passengers, weighs 17 tons empty. The car is equipped with soft seats, some of which can be converted into beds.

«Vestnik Putei Soobscheniy», № 40, October, 7, 1906.

(News compiled in Zheleznodorozhnoe delo [Rail business]. – 1906. – № 46–47. – p. 498) ●

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